

of environmental restoration, waste management or environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

### **Recommendation for Realignment Naval Air Station Brunswick, ME**

**Recommendation:** Realign Naval Air Station Brunswick, ME to a Naval Air Facility and relocate its aircraft along with dedicated personnel, equipment and support to Naval Air Station Jacksonville, FL. Consolidate Aviation Intermediate Maintenance with Fleet Readiness Center Southeast Jacksonville, FL.

**Justification:** The realignment of Naval Air Station Brunswick will reduce operating costs while single siting the East Coast Maritime Patrol community at Naval Air Station Jacksonville. This recommendation retains an operational airfield in the northeast that can be used to support the homeland defense mission, as needed, and maintains strategic flexibility. The Fleet Readiness Center portion of this recommendation realigns and merges depot and intermediate maintenance activities. It supports both DoD and Naval transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions.

**Payback:** The total estimated one-time cost to the Department of Defense to implement this recommendation is \$147.2M. The net of all costs and savings to the Department during the implementation period is a cost of \$112.6M. Annual recurring savings to the Department after implementation are \$34.9M with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of \$238.8M.

**Economic Impact on Communities:** Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4,266 jobs (2,420 direct jobs and 1,846 indirect jobs) over the 2006-2011 period in the Portland-South Portland-Biddeford ME Metropolitan Statistical Area, which is 1.3 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

**Community Infrastructure Assessment:** A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

**Environmental Impact:** Naval Air Station Jacksonville, FL, is in Maintenance for Ozone (1-Hour) and no Air Conformity Determination is required. This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; or water resources; or wetlands. This recommendation indicates

impacts of costs at the installations involved, which reported \$0.2M in costs for waste management and environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the cost of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

### **Recommendation for Closure Marine Corps Support Activity Kansas City, MO**

**Recommendation:** Close Marine Corps Support Activity, Kansas City, MO. Relocate Marine Corps Reserve Support Command element of Mobilization Command to Naval Air Station Joint Reserve Base New Orleans, LA, and consolidate with Headquarters, Marine Forces Reserve. Retain an enclave for the 9<sup>th</sup> Marine Corps District and the 24<sup>th</sup> Marine Regiment.

**Justification:** The relocation of Marine Corps Reserve Support Command and its parent command, Headquarters, Marine Forces Reserve to Naval Air Station Joint Reserve Base New Orleans maintains a central location for management of widely dispersed Marine Corps Reserve elements and allows consolidation of Marine Reserve management functions. Marine Reserve Support Command is currently the only geographically separated element of the Marine Forces Reserve. Consolidation with its headquarters will significantly increase interaction and operational efficiency as well as eliminate duplicative staff. Location of this consolidated headquarters at a joint reserve base will enhance joint service interoperability concepts.

Relocating these functions removes the primary missions from Marine Corps Support Activity Kansas City and eliminates or moves the entirety of the workforce except for those personnel associated with the 9<sup>th</sup> Marine Corps District and 24<sup>th</sup> Marine Regiment. This recommendation closes the Marine Corps Support Activity but retains an enclave for these organizations.

**Payback:** The total estimated one-time cost to the Department of Defense to implement this recommendation is \$23.3M. The net of all costs and savings to the Department during the implementation period is a cost of \$8.0M. Annual recurring savings to the Department after implementation are \$5.8M with a payback expected in three years. The net present value of the costs and savings to the Department over 20 years is a savings of \$49.8M.

**Economic Impact on Communities:** Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 583 jobs (333 direct jobs and 250 indirect jobs) over the 2006-2011 period in the Kansas City, MO-KS, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

**Community Infrastructure Assessment:** A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and

personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

**Environmental Impact:** McGuire Air Force Base, NJ, is in Severe Non-attainment for Ozone (1-Hour). The Air Force indicates that no Air Conformity Determination is required, but an air permit revision may be required. There are potential impacts for cultural, archeological, tribal resources; noise; waste management; water resources; and wetlands. Fort Dix, NJ, is in Severe Non-attainment for Ozone (1-Hour and 8-Hour) and Air Conformity analysis will be required. There are potential impacts to cultural, archeological, tribal resources. Boise Air Terminal Air Guard Station, ID, is in Attainment. There are potential impacts to cultural, archeological, tribal resources; and land use constraints or sensitive resource areas. Martin Airport Air Guard Station, MD, is in Moderate Non-attainment for Ozone (8-Hour) and an Air Conformity Determination may be required. There are potential impacts to wetlands. For Eglin Air Force Base, FL, the Air Force indicates a significant air permit revision may be required. There are potential impacts for cultural, archeological, tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands. No impacts are anticipated for the resource areas of dredging; marine mammals, resources or sanctuaries. Selfridge Army National Guard Base, MI, is in Marginal Non-attainment for Ozone and an Air Conformity Determination will be required as well as permit revisions. There are potential impacts to cultural, archeological, tribal resources; land use constraints or sensitive resource areas; noise; waste management; and wetlands. No impacts are anticipated for the resource areas of marine mammals, resources, or sanctuaries; and dredging. Marine Corps Air Station Cherry Point, NC, is in Attainment. There are no anticipated impacts for the resource areas of air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation indicates impacts of costs at the installations involved, which reported \$2.5M in costs for waste management and environmental compliance. These costs were included in the payback calculation. Willow Grove, the closing installation, reports \$10.3M in environmental restoration costs. Because the Department has a legal obligation to perform environmental restoration regardless of whether an installation is closed, realigned, or remains open, this cost is not included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

### **Recommendation for Closure Naval Shipyard Portsmouth, Kittery, ME**

**Recommendation:** Close the Naval Shipyard Portsmouth, Kittery, ME. Relocate the ship depot repair function to Naval Shipyard Norfolk, VA, Naval Shipyard and Intermediate Maintenance Facility Pearl Harbor, HI and Naval Shipyard Puget Sound, WA. Relocate the Submarine Maintenance, Engineering, Planning and Procurement Command to Naval Shipyard Norfolk.

**Justification:** This recommendation retains one nuclear-capable shipyard on each coast, plus sufficient shipyard capacity to support forward deployed assets. There are four Naval Shipyards performing depot-level ship refueling, modernization, overhaul and repair work. There is sufficient excess capacity in the aggregate across the four shipyards to close either Naval Shipyard Pearl Harbor or Naval Shipyard Portsmouth. There is insufficient excess capacity to close any other shipyard or combination of shipyards. Naval Shipyard Portsmouth was selected for closure, rather than Naval Shipyard Pearl Harbor, because it is the only closure which could both eliminate excess capacity and satisfy retention of strategically-placed shipyard capability. Planned force structure and force positioning adjustments reflected in the 20-year Force Structure Plan led to the selection of Naval Shipyard Portsmouth as the preferred closure candidate between the two sites. Additional savings, not included in the payback analysis, are anticipated from reduced unit costs at the receiving shipyards because of the higher volume of work.

Relocating the ship depot repair function and Submarine Maintenance, Engineering, Planning and Procurement Command removes the primary missions from Naval Shipyard Portsmouth and eliminates or moves the entirety of the workforce at Naval Shipyard Portsmouth except for those personnel associated with the base operations support function. Naval Shipyard Portsmouth had a low military value compared to operational homeports, and, its berthing capacity is not required to support the Force Structure Plan. Therefore, closure of Naval Shipyard Portsmouth is justified.

**Payback:** The total estimated one-time cost to the Department of Defense to implement this recommendation is \$448.4M. The net of all costs and savings to the Department during the implementation period is a savings of \$21.4M. Annual recurring savings to the Department after implementation are \$128.6M with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of \$1,262.4M.

**Economic Impact on Communities:** Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 9,166 jobs (4,510 direct jobs and 4,656 indirect jobs) over the 2006-2011 period in the Portland-South Portland-Biddeford, ME, Metropolitan Statistical Area, which is 2.8 percent of the economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

**Community Infrastructure Assessment:** A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

**Environmental Impact:** Naval Shipyard Norfolk, VA, is in Maintenance for Ozone (1-Hour) and Marginal Non-attainment for Ozone (8-Hour). An Air Conformity Determination is required. There are potential impacts for cultural, archeological or tribal resources; waste management; and water resources. Naval Station Bremerton, WA, is in Attainment. There are potential impacts for cultural, archeological or tribal resources; waste management; and wetlands. Naval Station Pearl Harbor, HI, is in Attainment. No impacts are anticipated for the

environmental resource areas of dredging; land use constraints or sensitive resources; marine mammals, resources, or sanctuaries; noise; or threatened and endangered species. This recommendation indicates impacts of costs at the installations involved, which reported \$4.9M in costs for waste management and environmental compliance. These costs were included in the payback calculation. Naval Shipyard Portsmouth, the closing installation, reports \$47.1M in costs for environmental restoration. Because the Department has a legal obligation to perform environmental restoration regardless of whether an installation is closed, realigned, or remains open, this cost is not included in the payback calculation. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

### **Recommendation for Realignment Naval Station Newport, RI**

**Recommendation:** Realign Naval Station Newport, RI by relocating the Navy Warfare Development Command to Naval Station Norfolk, VA.

**Justification:** Navy Warfare Development Command performs the functions of warfare innovation, concept development, fleet and joint experimentation, and the synchronization and dissemination of doctrine. Relocating the Navy Warfare Development Command to Norfolk better aligns the Navy's warfare development organization with those of the other joint force components and Joint Forces Command, as well as places Navy Warfare Development Command in better proximity to Fleet Forces Command and the Second Fleet Battle Lab it supports, resulting in substantial travel cost savings to conduct experimentation events. Location of Navy Warfare Development Command in Hampton Roads area places it in proximity to Army Training and Doctrine Command, Fort Monroe, VA and Marine Corps Combat Development Command, Quantico, VA, as well as in closer proximity to the Air Force Doctrine Center at Maxwell Air Force Base, AL, which furthers joint interoperability concepts.

**Payback:** The total estimated one-time cost to the Department of Defense to implement this recommendation is \$11.8M. The net of all costs and savings to the Department during the implementation period is a cost of \$8.3M. Annual recurring savings to the Department after implementation are \$1.0M with a payback expected in 13 years. The net present value of the costs and savings to the Department over the next 20 years is a savings of \$2.1M.

**Economic Impact on Communities:** Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 490 jobs (200 direct, and 290 indirect jobs) over the 2006-2011 period in the Providence-New Bedford-Fall River, RI-MA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

**Community Infrastructure Assessment:** A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and